

Amendments To The Claims:

Please amend the claims as shown.

1 – 7 (canceled)

8. (new) A method for controlling an internal combustion engine, comprising:  
arranging an intermittent charge valve upstream of a gas inlet valve in an intake tube of the engine that opens or closes the intake tube;

switching an intermittent charge valve depending on a switching position; and  
adjusting a temporal position of a fuel injection duration depending on a point in time where a switching position of the intermittent charge valve is changed.

9. (new) The method according to claim 8, wherein the temporal position of the fuel injection duration is selected such that an air flow velocity reaches a maximum flow velocity during the injection period.

10. (new) The method according to claim 8, wherein the point of time at which the intermittent charge valve is switched to the open position is selected such that an air flow velocity reaches a predetermined value.

11. (new) The method according to claim 8, wherein the point of time at which the intermittent charge valve is switched to the closed position from an open position is selected such that an air flow velocity reaches a predetermined value.

12. (new) The method according to claim 11, wherein the intermittent charge valve is switched during an intake stroke.

13. (new) The method according to claim 8, wherein the temporal position of the fuel injection duration is adjusted only during a warm-up operation state of the internal combustion engine, the adjustment depending on a point in time at which the switching position of the intermittent charge valve is changed.

14. (new) The method according to claim 13, wherein the intermittent charge valve is switched during an intake stroke.

15. (new) The method according to claim 13, wherein the warm-up operating state occurs when a coolant temperature and an oil temperature are less than predetermined threshold values and the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.

16. (new) The method according to claim 13, wherein the warm-up operating state occurs when a coolant temperature or an oil temperature are less than predetermined threshold values and the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.

17. (new) The method according to claim 13, wherein the warm-up operating state occurs when a coolant temperature and an oil temperature are less than predetermined threshold values or the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.

18. (new) The method according to claim 13, wherein the warm-up operating state occurs when a coolant temperature or an oil temperature are less than predetermined threshold values or the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.

19. (new) An internal combustion engine control device, comprising:  
an intake manifold;  
an intake tube that connects an intake of a cylinder of the internal combustion engine to the manifold;  
a gas inlet valve disposed at the intake of the cylinder;  
an intermittent charge valve disposed upstream of the gas inlet and which opens or closes the intake tube depending on a switching position;

an injection valve for metering fuel; and  
an adjustment device that adjusts a temporal position of a fuel injection duration depending on when the switching position is changed.

20. (new) An internal combustion engine, comprising:  
an engine block containing a crankshaft and a cylinder;  
a cylinder head arranged on the engine block opposite the crankshaft to form an end of the cylinder;  
a piston arranged within the cylinder;  
a connecting rod that connects the piston to the crankshaft;  
an induction pipe connected to the cylinder head via an induction gas valve;  
a manifold from which an intake tube extends to an intake of a cylinder of the engine;  
an intermittent charge valve disposed upstream of the gas inlet valve in the intake tube and which selectively opens or closes the intake tube depending on a switching position;  
an injection valve for metering fuel; and  
an adjustment device that adjust the temporal position of the duration of injection of the fuel depending on a point in time at which the switching position of the intermittent charge valve is changed.

21. (new) The engine according to claim 20, wherein the temporal position of the fuel injection duration is selected such that an air flow velocity reaches a maximum flow velocity during the injection period.

22. (new) The engine according to claim 20, wherein the point of time at which the intermittent charge valve is switched to the open position is selected such that an air flow velocity reaches a predetermined value.

23. (new) The engine according to claim 20, wherein the point of time at which the intermittent charge valve is switched to the closed position from an open position is selected such that an air flow velocity reaches a predetermined value.

24. (new) The engine according to claim 20, wherein the temporal position of the fuel injection duration is adjusted only during a warm-up operation state of the internal combustion engine, the adjustment depending on a point in time at which the switching position of the intermittent charge valve is changed.

25. (new) The engine according to claim 24, wherein the warm-up operating state occurs when a coolant temperature and an oil temperature are less than predetermined threshold values and the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.

26. (new) The engine according to claim 24, wherein the warm-up operating state occurs when a coolant temperature or an oil temperature are less than predetermined threshold values and the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.

27. (new) The method according to claim 24, wherein the warm-up operating state occurs when a coolant temperature or an oil temperature are less than predetermined threshold values or the time since the start-up of the internal combustion engine is less than a predetermined further threshold value.